City of Seattle

Gregory J. Nickels, Mayor
Department of Design, Construction and Land Use
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE

Application Number: 9905287

Applicant Name: Slawek Porowski, Project Architect, for Kurt Fisher

Address of Proposal: 3813 Woodland Park Avenue North

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for the future construction of a four-story mixed-use building with 878 square feet of ground level office space and approximately 18 residential units. The project includes the addition of 5 residential units to the existing 10-unit apartment building. Parking for twenty-five (25) vehicles will be provided in a basement garage. The project includes the demolition of one existing structure and approximately 800 cubic yards of grading.

The following Master Use Permit components are required:

Design Review - Section 23.41, Seattle Municipal Code (SMC) with Development Standard Departures:

1) To allow a reduction in the required average depth of the ground floor nonresidential use from the required thirty (30) feet to 26'5", partially due to the required sight triangle for the adjacent driveway. *(SMC 23.47.008.B)*.

SEPA-Threshold Determination (Chapter 25.05 SMC).

SEPA DETERMINATION: [ ] Exempt [**X**] DNS [ ] EIS

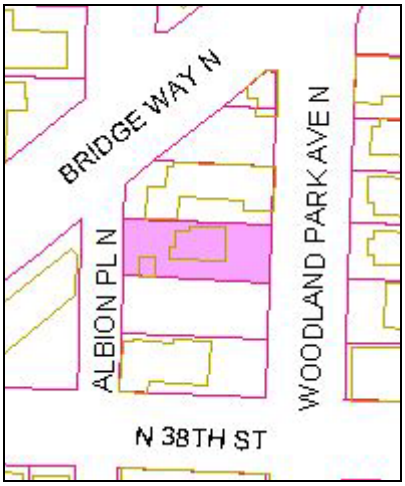
[ ] DNS with conditions

[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

**Early Notice DNS published June 15, 2000

BACKGROUND DATA

Site & Area Description



The property is located within a Commercial 1 zoning district with a 40-foot height limit (C1-40). The subject parcel is comprised of two lots, one with an existing single family dwelling which will be removed and the existing 10-unit apartment building which will be renovated and expanded in conjunction with the subject proposal. The parcel is rectangular in shape and totals approximately 12,967 square feet in site area. The parcel is situated at the southeast corner of the intersection of Albion Place North and Bridge Way North and extends through the block, fronting on both Albion Place North to the west and Woodland Park Avenue North to the east. The block between N 38th Street and Bridge Way North, Albion Place North was determined to be an alley for purposes of establishing street frontage for the development site after consultation with Seattle Department of Transportation. There is a 12-foot grade change between Albion Place North and Woodland Park Avenue North.

Bridge Way North is classified as a Principal Arterial, pursuant to SMC Chapter 23.53 and receives significant amounts of vehicle traffic.

Proposal

The proposal is to construct a mixed-use building consisting of two levels of residential units, one level with residential units and parking, and one level split between parking and ground level commercial use. There will be eighteen (18) residential units, one commercial unit and twenty-five (25) parking spaces within the proposed building. The existing building to the north has been included in the overall project. This existing structure will be renovated and two additional floors will be added with five new townhouse type units. The existing ten unit apartment building will be modified and attached to the new structure. Three surface barrier free parking stalls will be located adjacent to existing remodeled structure. The total number of residential units for the development proposal will be 33 units, with 28 accessory parking stalls (three of which are designated for barrier-free stalls).

Public Comments

The SEPA comment period for this proposal ended on June 28, 2000. The Department received 3 comment letters during the public comment period, two of which related to view blockage of Mount Rainier towards the south. One letter included concerns with parking and traffic congestion in the immediate area. One letter expressed their support of the project to the neighborhood. The design review meetings were well attended.

The Early Design Guidance meeting took place on October 7, 1999. An additional meeting was held on February 1, 2000 at which time the architect presented a more complete project design program and responded to the Board's earlier concerns. Three (3) members of the public were present at the February 1, 2000 meeting. Six (6) members of the public attended the October 7, 2000 Early Design Guidance meeting. Public comment focused on the adequacy of parking;

impact on existing landscaping adjacent to the subject site; view blockage for other units in the neighborhood, and, impacts on existing traffic congestion.

ANALYSIS - DESIGN REVIEW

Early Design Guidance

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's *"Design Review: Guidelines for Multifamily and Commercial Buildings"* of highest priority for this project (additional guidance from the February 1st meeting is in italics):

A-1 Site Character
Reinforce existing site characteristics.

The Board felt that given the lot configuration which stretches the width of the block and offers frontage onto two streets, the project design and siting ought to reflect the neighborhood character and respond specifically to the conditions of neighboring properties.

The Board reiterated this concern and stated that the architect's current design which is less monolithic and more modulated, both in height and along the south property line better responds to the sloping nature of the site. Additionally, by breaking the building into two elements, the overall scale of the project is reduced by which the proposal better responds to the smaller stature of the surrounding structures.

A-2 Streetscape Compatibility
Building siting should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The Board expressed sentiment similar to the discussion under A-1, but in reference to the streetscape.

Albion Place and Woodland Park Way are two distinctly different streets, with separate and distinguishable streetscape characteristics. Albion Place is little more than an expanded alley with narrow or no sidewalks. Access to the upper parking level would be provided from Albion Place, centered in the facade. Given the limited streetscape in this area, this is an appropriate response. However, pedestrians do use this area. As such, the Board stated that the pedestrian experience along Albion Place should be enhanced so that there is a safe place to walk and that the potential for vehicle pedestrian conflicts are minimized. Landscaping, street trees and stamped patterns in the concrete are all ways in which the streetscape can be enhanced. The Woodland Park streetscape has a much more well defined character, predominantly residential. The building facade facing Woodland Park should respond to the quality elements of neighboring residential buildings. Additionally, the pedestrian experience should be enhanced similar to the methods used along Albion Place. Finally, as the access to the lower parking level will

be from Woodland Park Way, every attempt should be made to design the vehicle access so that it does not dominate the facade and such that the potential for vehicle pedestrian conflicts are minimized.

A-3 Visible Entrances
Entries should be clearly identifiable and visible from the street.

The Board was interested in emphasizing the Woodland Park side of the site as the main entryway.

The Board restated its concern that the main residential entry be on Woodland Park Place, that it be distinguished from the commercial entry and that it be readily apparent that it serves the residential units. The residential entry should be an open and inviting element which is also safe and provides a sense of security to the building residents.

A-4 Activity
Encourage human activity on the street.

The Board agreed that greater landscaping would contribute significantly to the pedestrian environment.

As previously stated, the Board felt that encouraging human activity on the street and enhancing the pedestrian experience was paramount to the success of the project. There are a myriad of schemes and approaches available to the architect to enhance the pedestrian environment. The architect's proposal to provide landscaping and stamped patterns in colored concrete is a step in the right direction.

A-5 Respect for Adjacent Sites
Buildings should be sited to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

Please see A-**1**.

The Board noted that the proposed modulation of the building height and the articulation of the south facade is an appropriate response to this concern. The architect has modified the design so that the building is divided into two elements which step down the grade, preserving the neighbors' views to the extent possible. By articulating the south facade, the building does not loom so much over the property to south.

A-6 Transition Between Residence & Street
The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The Board encouraged the applicant to provide quality open spaces for building residents. The Board maintained that these spaces be attractive and usable with appropriate dimensions, locations and features.

The Board reiterated their concern over the streetscape and stated that the residential entry should be inviting and also proved the residents a sense of safety and security.

A-7 Open Space
Maximize open space opportunity on-site.

Please see A-6 above.

The Board stated that the amount of open space available to the building residents was a significant concern. The Board noted that the current proposal provides all the required open space. The Board also noted that the design and siting of the residential open space is an important element of the project design.

A-8 Parking & Vehicle Access
Siting should minimize automobile impacts, related to parking and driveways, upon adjacent properties and pedestrian safety.

The Board would like to understand the details of the easement along the property.

The easement is no longer an issue, thus the Board focused on the design of the parking access. The Board noted that the locations for the access point was appropriate, so long as they were designed to minimize the potential for vehicle pedestrian conflicts.

B-1 Height, Bulk & Scale
Projects should be compatible with the scale of the surrounding area.

The Board expressed concern that the mass of the proposed building program on a site this size was out of scale with the surrounding neighborhood. The Board also noted that the proposed roof garden would require elevator and stairwell penthouses, which exacerbate the height, bulk and scale issues. The Board suggested that the project design include façade modulation and building configurations, which breaks up the bulk and scale of the building and emphasizes the individual units.

The Board noted that the architect had reworked the project design, breaking the mass up into two elements, lessening the height, bulk and scale impacts of the proposal. The Board also noted that the rooftop elements had been lowered into the roof line, further lessening the height impacts. The Board stated that the proposed design is much closer to meeting this guideline, but reiterated that height, bulk and scale of the building is still a concern which must be addressed in the final design.

C-1 Architectural Context
New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

The Board felt that the available analysis was insufficient to provide comments and would like to see a more developed analysis depicting the surrounding neighborhood context and character.

The architect characterized the neighborhood as one in transition. The Board was satisfied with the architect's characterization of the neighborhood, however, they noted that the proposal should respond to the residential character of the neighborhood.

C-2 Architectural Consistency
Building design elements, details and massing should create well-proportioned and unified building form and exhibit an overall architectural concept.

Please see C-1.

The Board did not offer any additional guidance related to this guideline except to state that the building should be architecturally consistent.

C- 3 Human Scale
Design of building should incorporate architectural features, elements and details to achieve a good human scale.

The Board supported a building design and program with clear defined entryways.

The Board reiterated their concern that the building entrances be readily distinguished and identifiable and that the residential entry should be an element of the building, not just a portal to the interior.

C-4 Exterior Finish Materials
Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The Board encouraged the creative use of materials, finishes, colors and architectural detailing in the proposed project, which are of high quality and interesting.

The Board was particularly interested as to what the south facade would look like as the lower portion does not contain windows and it will be visible until the vacant property to the south develops. They restated that the creative use of materials, finishes, colors, texture and architectural detailing is paramount to the project meeting the intent of the Design Guidelines.

C-5 Structured Parking Entrances
The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of the building.

The Board was particularly interested in the careful treatment of the Albion Street entrance.

The Board stated their concern that the parking entrances should not dominate the building facades.

D-1 Pedestrian Open Spaces

Convenient and attractive access to the building's entry should be provided. Opportunities for creating lively, pedestrian oriented open space should be considered.

The Board expressed strong support for such pedestrian open spaces.

The Board restated their opinion that the design of the entries, particularly the residential entry, is an important element in the overall design and success of the project. The residential entry should be clearly identifiable and should provide an inviting and safe experience.

D-2 Blank Walls
Building should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

Given the frontage of the site onto two streets and as the design is further developed, the Board stressed the importance of strong attention towards mitigating and minimizing any blank walls.

As the lower several floors of the building will be constructed within six (6) inches of the south property portion and it will be a solid wall, this guideline is of particular importance. Since there is an undeveloped lot to the south of the project site, the south facade will be highly visible until the adjacent property develops. While development may occur relatively soon, it may not and the neighborhood will be left looking at a potentially blank wall. The Board stated that the solid portion of the south facade should be treated with color, patterns, texture, shading, a mix of materials or other such schemes by which this facade is attractive and complements the remainder of the building. The Board noted that above the second floor, the south facade will be stepped back from the property, glazing will be incorporated and the walls will be modulated, which will lessen the overall impact of the facade.

E-2 Landscaping to Enhance Building & Site.
Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The Board supported high quality landscaping of the open spaces which are attentive to screening the proposed project from the adjacent residential properties to the north and south. These landscaped spaces should also reflect a strong human and pedestrian scaled character.

The Board restated their concern that the landscaping of the site, particularly the residential open space areas, be well designed and the materials selected should be suitable to the site and the microclimate of their location.

Summary: The guidance of the Board reflected their concern as to how the proposed project would be integrated into the existing and developing neighborhood.

Design Review Board Recommendations

An initial or Preliminary Recommendation meeting was held on June 3, 2002 to provide additional guidance to enable the architect to finalize the project design. On March 10, 2003 the Design Review Board convened for a Public Recommendation Meeting regarding this project, at which time site, landscaping and floor plans, and color elevations were presented for the members' consideration. One (1) member of the public was present at this final meeting and was generally supportive of the project design.

The following ***departure*** from standards of the Land Use Code were requested by the applicant at the time of the meeting:

i. To allow a reduction in the required average depth of the ground floor nonresidential use from the required thirty (30) feet to 26'5". (SMC 23.474.008.B).

Development Standard	***Requirement***	***Proposed***	***Comment***	***Action by Board***
1. Nonresidential Use	A minimum of 80% of the street facade shall be occupied by residential use(s); the average depth of the nonresidential unit must be 30 feet	85% of the Woodland Park Ave. facade is comprised of the non res. unit, but the average depth is 26'5"	Required sight triangle cuts a corner of the non residential unit, buts provides additional modulation at the street, enhancing the facade.	

Design Analysis

The Board began by providing a general assessment of the project. The colors chosen, earthy browns and green, will add character to the building and compliment the neighborhood. The massing of the building, into two distinct masses, is well done with interesting forms. Both the street and side facades are well modulated. The street elevations are well thought out and detailed. The Board also made the following recommendations.

- The score/reveal lines should be distinct to add a texture to the mass of the south facade.
- Additional windows should be added on the north elevation of the south building to enhance the facade and provide a welcome addition to the interior spaces.

The Board indicated that by dividing the mass in two, with the bulk at the two street facades and an opening in the middle, the structure is less monolithic and more modulated both in height and along the south property line and better responds to the sloping nature of the site. Additionally, by breaking the building into two elements, the overall scale of the project is reduced by which the proposal better responds to the smaller stature of the surrounding structures. The Board also noted that the rooftop elements had been lowered into the roof line, further lessening the height impacts. (*Guidelines A-1 & B-1*) The pedestrian experience along Albion Place will be enhanced with landscaping and a stamped pattern in the concrete. The vehicle access from Woodland Park Avenue has been designed so that it does not dominate the facade and such that the potential for vehicle pedestrian conflicts are minimized. (*Guidelines A-2, A-8 & C-5*) The residential entry from Woodland Park Avenue is visible from the street, open and inviting, to

provide a sense of security to the building residents. (*Guidelines A-3, A-4 & A-6*) The Board noted that the modulation of the building height and the articulation of the south facade is an appropriate response to this concern.

The building is divided into two elements which step down the grade, preserving the neighbors' views to the extent possible. By articulating the south facade, the building does not loom so much over the property to south. (*Guideline A-5*). Residential open space is located in the center of the site with good solar exposure and a sense of privacy. (*Guidelines A-7 & D-1*) The architect characterized the neighborhood as one in transition. The Board concurred with the architect's characterization of the neighborhood and noted that the proposal responds to the residential character of the neighborhood. (Guideline C-1) The proposed design is consistent overall and the materials and colors are typical of the better examples of the area's mixed use structures: earth tones on concrete, stucco and Hardi-siding. (*GuidelinesC-2, C-3 & C-4*) Landscaping of the site, particularly the residential open space areas, is well designed and the materials selected are suitable to the site and the microclimate of their location. (*Guideline E-2*)

Departure Analysis

i. Mixed-use non-residential requirement (SMC 23.47.008.B):

A portion of the ground floor must be reserved for nonresidential use in a mixed use building in a commercial zone. The non-residential unit must average thirty (30) feet in depth and occupy eighty (80) percent of the street front facade at street level. The proposed nonresidential unit on Woodland Park Avenue exceeds the 80% requirement, but fails to meet the average depth requirement of 30 feet, partially due to the required sight triangle for the adjacent driveway. Limiting the depth of the non-residential space yields a more workable interior space. The cutout for the required sight triangle which reduces the depth of the non-residential unit provides added modulation at street level to enhance the pedestrian experience along streetscape and minimizes the potential for pedestrian vehicle conflicts (*Guidelines A-2, A-8 & C-5*), which better enables the project to meet the overall intent of the design guidelines.

Development Standard	***Requirement***	***Proposed***	***Comment***	***Action by Board***
1. Nonresidential Use	A minimum of 80% of the street facade shall be occupied by residential use(s); the average depth of the nonresidential unit must be 30 feet	85% of the Woodland Park Ave. facade is comprised of the non res. unit, but the average depth is 26'5"	Required sight triangle cuts a corner of the non residential unit, buts provides additional modulation at the street, enhancing the facade.	***Recommend Approval***

Summary of Board's Recommendations: The recommendations summarized above were based on the plans submitted at that meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans available at the March 10, 2003 public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended approval

of the subject design and the requested development standard departures from the requirements of the Land Use Code, with the following conditions.

1. The score/reveal lines should be distinct to add a texture to the mass of the south facade.

2. Additional windows should be added on the north elevation of the south building to enhance the facade and provide a welcome addition to the interior spaces.

Director's Analysis

Since these recommendations were unanimously offered by the five (5) members of the Design Review Board, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board (*SMC Sec. 23.41.014.F.3*). Additionally, the Board recommended approval of a concentration of landscaping adjacent to the intersection of Albion & Bridge Way, which did not have an impact on the overall Code required landscaping for the development site.

Director's Decision

The Director of DCLU has reviewed the recommendations and conditions of the Design Review Board, and the design departure, as stated by the Design Review Board. The Director finds that the proposal is consistent with the *City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings*. The Director **APPROVES** the subject design and requested departure consistent with the Board's recommendations and conditions above. This decision is based on the Design Review Board's final recommendations and on the plans submitted at the public meeting on March 10, 2003. Design, siting or architectural details not specifically identified or altered in this decision are expected to remain substantially as presented in the plans available at the March 10th public meeting.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated May 2, 2000. The information in the checklist; project file and plans; and, the experience of the lead agency with review of similar projects form the basis for this analysis and decision. This report anticipates short and long-term adverse impacts from the proposal.

The SEPA Overview Policy (SMC 25.05.665 D) states "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation", subject to limitations. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Critical Areas Ordinance (grading, soil erosion and stability); Street Use Ordinance (watering streets to suppress dust, obstruction of the rights-of-way during construction, construction along the street right-of-way, and sidewalk repair); Building Code (construction standards); and Noise Ordinance (construction noise). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of potential adverse impacts. Thus, mitigation pursuant to SEPA is

not necessary for these impacts. However, more detailed discussion of some of these impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction and demolition; potential soil erosion during grading, excavation and general site work; increased runoff; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and parking from construction equipment and personnel; conflict with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC Section 25.05.794). Although not significant, these impacts may be adverse. Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

Noise - There will be excavation required to prepare the building site and foundation for the new building. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the residents and commercial tenants in the surrounding residential and commercial buildings. Due to the proximity of other residential uses located to the east, west and south, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. and between the hours of 9:00 a.m. and 4:00 p.m. on Saturdays (except that grading, delivery and pouring of cement, and similar noisy activities shall be prohibited on Saturdays). This condition may be modified by DCLU to allow work of an emergency nature. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DCLU.

Grading - Earth/Soils – The site slopes to the east but is not located in any identified or designated Environmentally Critical Area (ECA). The construction plans will be reviewed by DCLU for compliance with all Code requirements. Any additional information required to show conformance with applicable ordinances and codes will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The current proposal involves cuts of greater than three feet in height and the excavation of approximately 800 cubic yards of material and thus is subject to the provisions of the Stormwater, Grading and Drainage Control Code. These Code provisions provide extensive conditioning authority and prescriptive construction methodology to assure

safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

The construction plans, including shoring of excavations as needed and erosion control techniques will be reviewed by the DCLU Geotechnical Engineer and Building Plans Examiner who may require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary. Therefore, no further conditioning for soils or grading activities is warranted pursuant to SEPA policies.

Traffic – The hauling of excavated material will entail approximately 80 truck loads. The site is adjacent to Bridge Way North, a principal arterial, which provides access to State Route 99 and Interstate 5. Truck haul routes are available consistent with the existing City code provision (SMC 11.62) which requires truck activities to use arterial streets to every extent possible. Traffic impacts resulting from the truck traffic associated with the hauling of debris will be of short duration and mitigated by enforcement of SMC 11.62.

For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site.

Air and Environmental Health - Given the age of the existing structure on the site, it may contain asbestos, which could be released into the air during demolition. The Puget Sound Clean Air Agency (PSCAA), the Washington Department of Labor and Industry, and EPA regulations provide for the safe removal and disposal of asbestos. In addition, federal law requires the filing of a demolition permit with PSCAA prior to demolition. Pursuant to SMC Sections 25.05.675 A and F, to mitigate potential adverse air quality and environmental health impacts, project approval will be conditioned upon submission of a copy of the PSCAA permit prior to issuance of a demolition permit, if necessary. So conditioned, the project's anticipated adverse air and environmental health impacts will be adequately mitigated.

Long-term Impacts

No significant adverse long-term or use-related impacts associated with of approval of this proposal are anticipated. Adopted City codes and/or ordinances provide mitigation for potential impacts. Specifically, the Stormwater, Grading and Drainage Control Code which requires on site detention of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; and the City Energy Code (if applicable) which will require insulation for outside walls and energy efficient windows.

Using data from the Institute of Traffic Engineers (ITE), it is estimated that the project, upon completion, will generate approximately 152 average daily trips, 12 AM and 14 PM Peak Hour trips (ITE manual). At these levels additional trips would not have a significant adverse impact on neighborhood traffic flow and intersections. Furthermore, the subject site is expected to generate much less traffic than ITE estimates since, ITE surveyed suburban environments. The urban environment of the project site has access to local and express service transit routes in the

nearby vicinity. There are also many dining, shopping, educational, health care, entertainment and recreational opportunities within walking/bicycling distance and along the public transit routes. The proposal is not expected to have a significant adverse impact on traffic flow and or pedestrian and vehicle safety on Woodland Park Avenue North, Bridge Way, or other neighborhood streets. Seattle Department of Transportation is in the preconstruction stage of safety upgrades along Bridge Way North, between Hwy 99 and Stone Way North. The road improvements will provide additional safety features to reduce vehicle and pedestrian conflicts along this section right-of-way, thus favorably offsetting an increase of traffic flow.

Parking – Due to the fact that the neighborhood will experience a net gain of 23 additional residential units, additional analysis of on-street parking impacts is warranted.

With the addition of 23 residential units associated with this project proposal it is expected to increase the demand for parking spaces by a factor of up to 1.5 per dwelling unit (this factor is an established figure for residential uses within the City of Seattle), for a total of 34.5 vehicles. It is the City's policy to minimize or prevent adverse parking impacts associated with development projects. The project proposal has been designed to provide the Land Use Code (SMC 23.54) minimum parking requirement of 27 parking stalls, which leaves an anticipated short fall at periods of peak parking demand for eight vehicles to be accommodated the within the right-of-way. Peak parking hours for residential uses typically are between the hours of 9:00 pm to 12:00 am. On several occasions during the mid-week and two weekend evenings the planner associated with the project observed availability of on-street parking which can accommodate all anticipated spillover parking demand.

Compliance with all applicable codes and ordinances is adequate to achieve sufficient mitigation of the potential long term impacts and no conditioning is warranted by SEPA.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

[**X**] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2c.

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2c.

CONDITIONS – DESIGN REVIEW

Non-appealable conditions

1. Embed all conditions of approval into the cover sheet on the updated MUP plan set and all subsequent building permit drawings.

2. Any proposed drawing to the external design of the building, landscaping or improvements in the public right-of-way must first be reviewed and approved by the DCLU planner prior to construction.

The owner/applicant shall:

Prior to issuance of MUP

3. Update plans to incorporate the follow:

   i. Show details of the score/reveal lines

   ii. Show additional windows on north elevation of building

CONDITIONS – SEPA

Prior to issuance of Demolition or Construction Permits

1. The owner(s) and/or responsible party(ies) shall submit a copy of the PSCAA permit prior to issuance of a demolition permit, if a PSCAA permit is required.

During Construction

2. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. and between the hours of 9:00 a.m. and 4:00 p.m. on Saturday (except that grading, delivery and pouring of cement and similar noisy activities shall be prohibited on Saturday). This condition may be modified by DCLU to allow work of an emergency nature. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DCLU.

Compliance with all conditions must be verified and approved by the Senior Land Use Planner for the area, Cheryl Waldman, ph.: 206.233.3861, at the specified development stage, as required by the Director's decision. The applicant/responsible party is responsible for arranging an appointment with the Land Use Planner at least three (3) working days prior to the required inspection. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: (signature on file) Date: August 11, 2003

Bradley Wilburn,
Land Use Planner
Department of Design, Construction and Land Use
Land Use Services

BMW:rgc
Wilburb/designreview/9905287Dec.doc